

THE ROYAL



OBSERVER CORPS

RECOGNITION

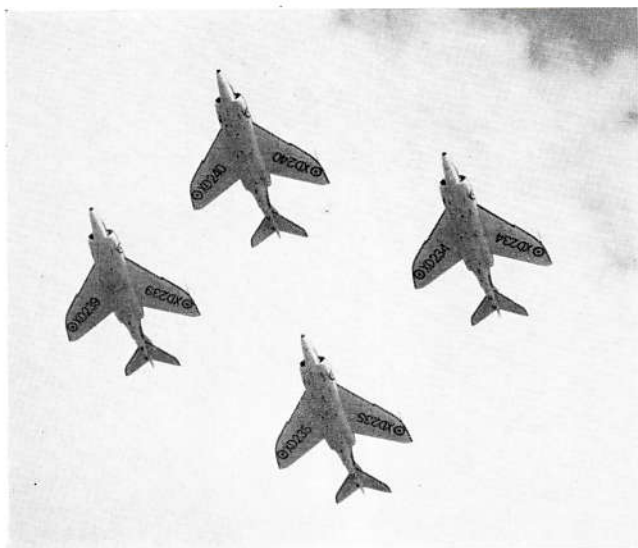
Journal
and R.O.C. GAZETTE



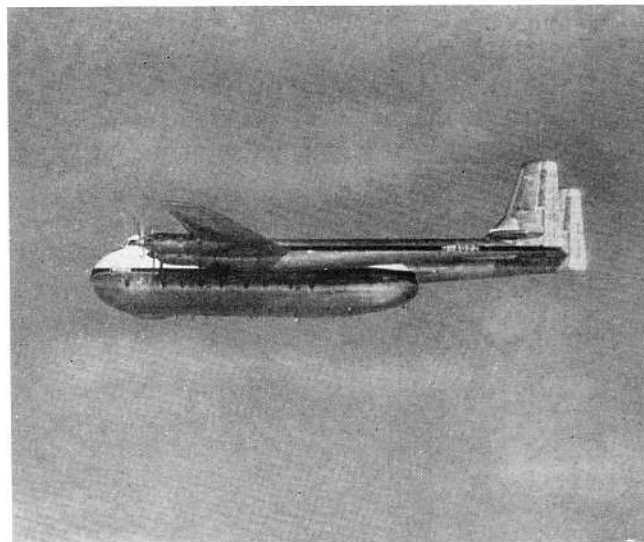
Vol. I AUGUST 1959 No. 8

Aircraft in the News

The Society of British Aircraft Constructors' twentieth Flying Display and Exhibition was held this year at Farnborough, Hampshire, from September 7th to 13th. One of the new prototypes of the last twelve months, and three previous performers who were well to the forefront again, are illustrated below.



SCIMITARS of the Fleet Air Arm provided one of the highlights of the 1958 Display with some spirited aerobatics and fast formation flying. They were well and truly in the limelight again.



ARGOSY, Armstrong Whitworth's new passenger/freight venture, is remarkable as the first British design of this configuration to achieve success, and is of especial interest following its order for the R.A.F.



SAUNDERS-ROE P.531 jet helicopter, a five-seater, appeared last year as a private venture. Since then it has been rewarded with a contract for the Royal Navy.



LIGHTNING pilot last year sneezed, and as a result went "sonic" and broke the control tower windows. The risk was doubled this year with the addition of the two-seat trainer to the programme.



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RECOGNITION JOURNAL

AND R.O.C. GAZETTE

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*Identification lessons

THE BATTLE OF BRITAIN

NINETEEN YEARS AGO a sadly under-equipped Royal Air Force was engaged in the historic struggle against the might of the Luftwaffe that became known as the Battle of Britain—the battle in which, in Winston Churchill's imperishable words, so much was owed by so many to so few.

Joined by a generation unborn when the Battle of Britain was at its height, the many remember that occasion still. Last year over a million of them visited the 34 R.A.F. stations which opened their gates to the public on "At Home" day. Nearly another quarter of a million came to see the exhibition staged on the Horse Guards Parade in London.

Sad to say, the Spitfires and Hurricanes that fought and won that battle and which still exist in one piece can almost be counted on one's fingers. And almost as small, proportionately, is the number of people who can tell the "Spit" from the "Hurri" after all these years—or who are even particularly interested in looking at them on display. The attraction nowadays lies in the modern stuff—the lithe, lethal Hunters and Javelins, the massive V-bombers, the sleek and silent missiles.

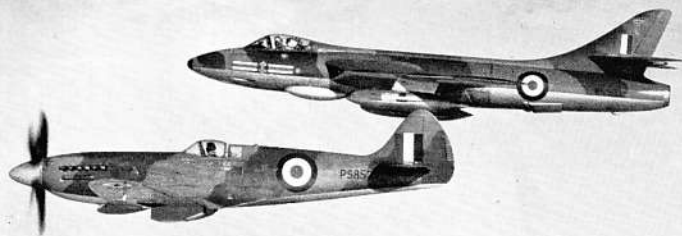
However, sad though this may seem to those who remember the wartime fighters with nostalgic affection, we should echo Shakespeare's sentiment and "let us not burden our remembrance with an heaviness that's gone". The most practical

way to commemorate the men who died in the Battle of Britain is to support and encourage the pilots and aircrew who carry on their job today, many of whom are themselves too young to remember nineteen years ago, and to take pride and comfort in the knowledge that the Royal Air Force of today is equipped and ready to deal with any eventuality—even, Heaven forbid, another Battle of Britain.

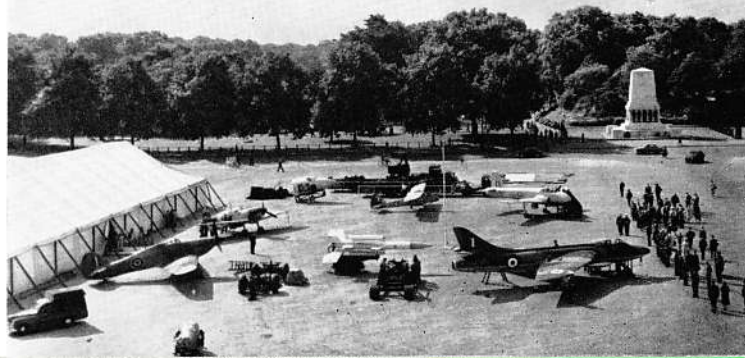
The pattern of world affairs and opinions has also turned upside down since the end of World War 2. Then, Soviet Russia was allied with the United Kingdom and the United States of America against the combined aggression of Germany and Japan. Today, Japan and Western Germany join ourselves and the United States in alliance against the potential aggression of the Soviet bloc, in which, unhappily, Eastern Germany is ensnared along with our former allies Czechoslovakia and Poland. And as if to make the irony complete, the air arms of Federal Germany and Japan are being reformed with British and American aircraft.

So the picture must change to meet the political needs of the day. Soviet Russia has shown that her aircraft and missiles have been developed until they are a match for anything that other nations can produce; and so long as mutual disarmament cannot be agreed on, we owe it to "the few"—and to the many as well—to see that our own equipment is kept up to scratch and available in such sufficiency as will ensure that there need never be another Battle of Britain.

SPITFIRE AND HUNTER



HORSE GUARDS PARADE, LONDON



FARMER



Span 32 feet

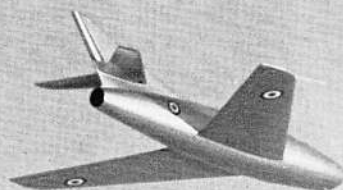


The anhedral, or droop, of the wing is a good clue and so are the wing "fences" which stand out well in many views, but you'll need more than this to solve view 35, for example. The true head-on characteristics are in the bigger photograph, but you can get at the "angles-off" through the smaller key views on the left.

SUPER MYSTÈRE



Span 34½ feet



An oval intake and circular tailpipe are in reverse order to the Farmer's shapes, and the wing is "clean" and set low. But will that solve view 19 for you? Not unless you know the complete character, and this is where the smaller supplementary key pictures can be of help. Write out your own list of solutions first, then check it from the rear cover.



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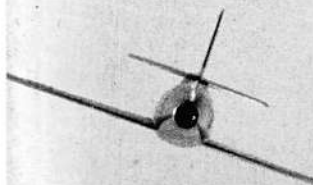
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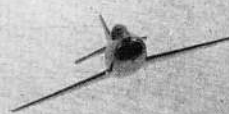
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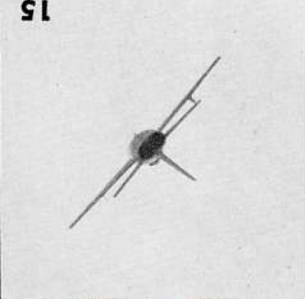
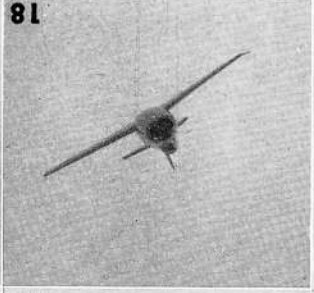
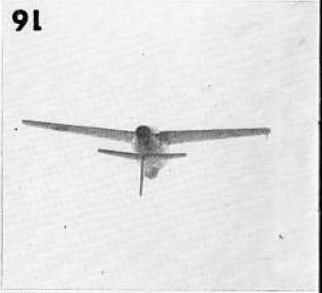
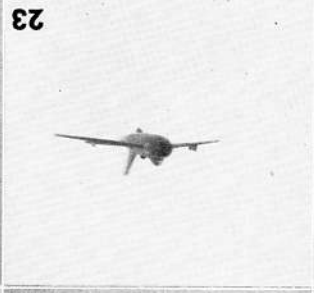
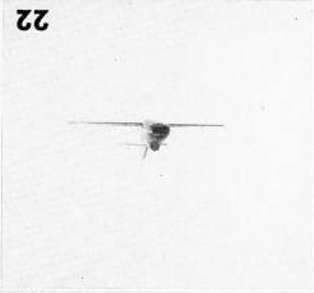
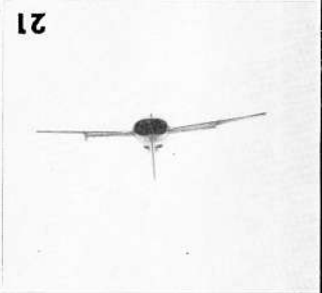
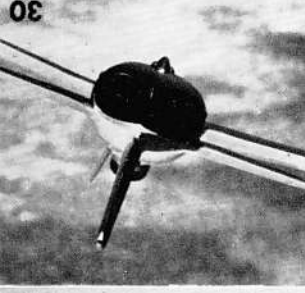
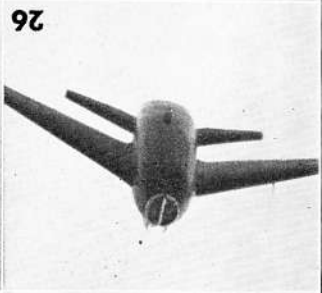
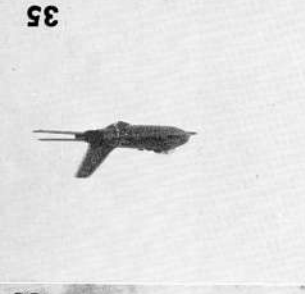
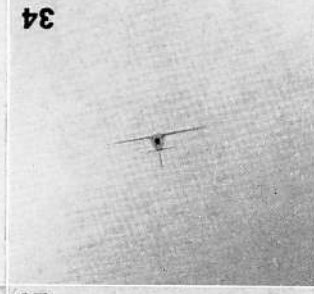
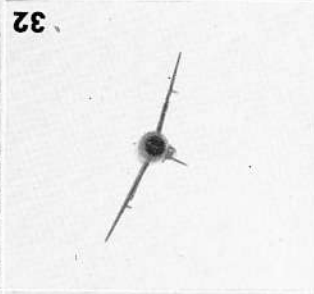
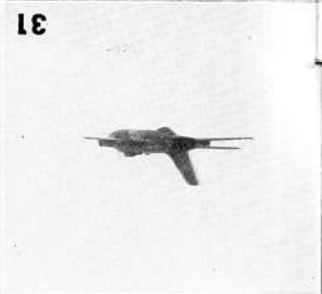
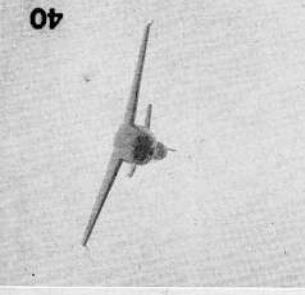
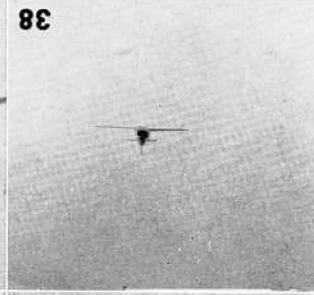
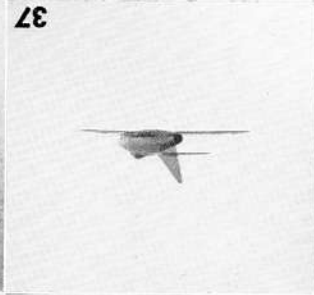
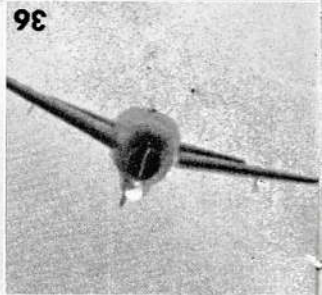
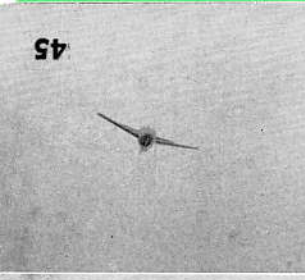
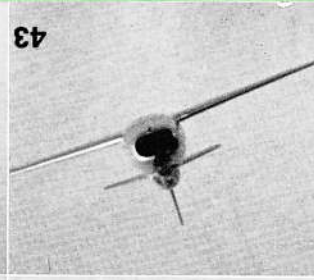
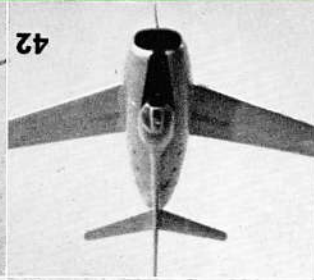
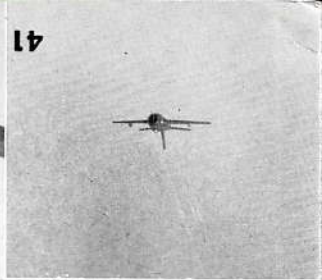
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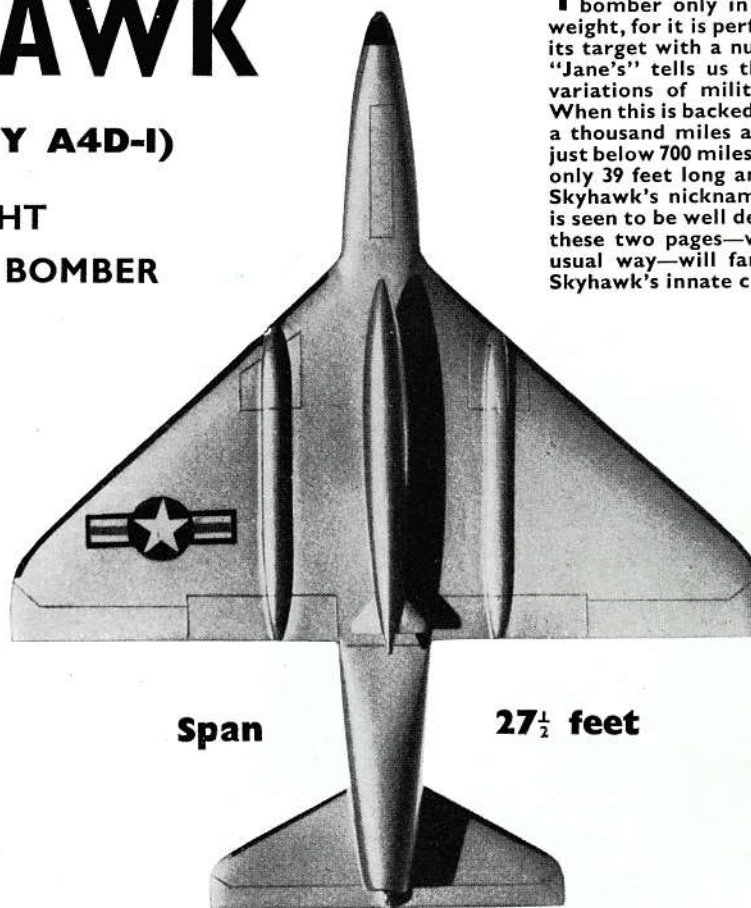


SKYHAWK

(U.S. NAVY A4D-1)

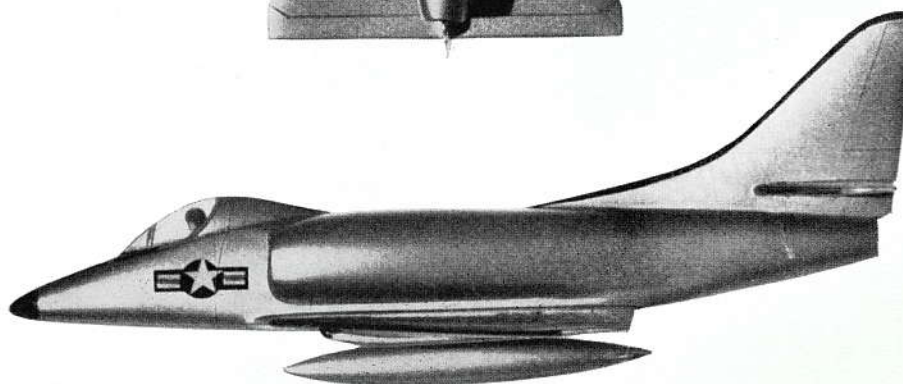
LIGHT
ATTACK BOMBER

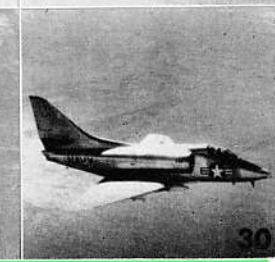
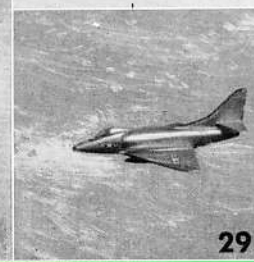
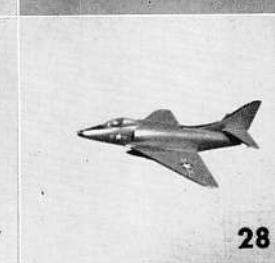
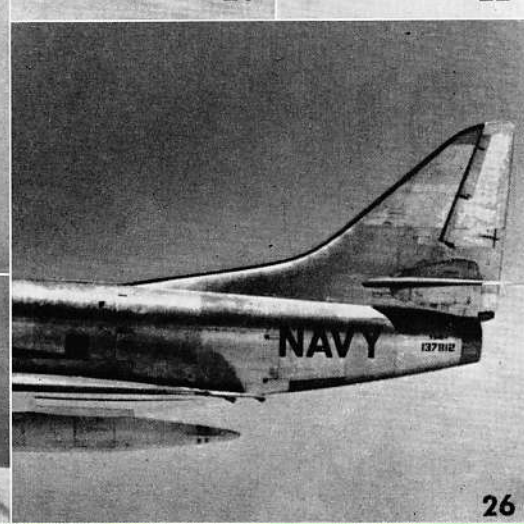
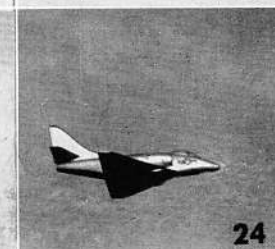
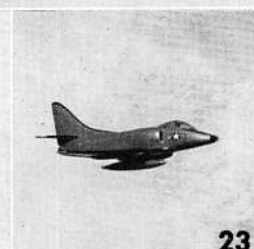
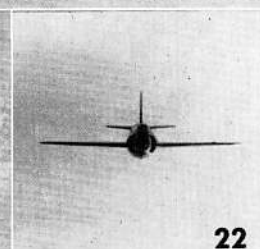
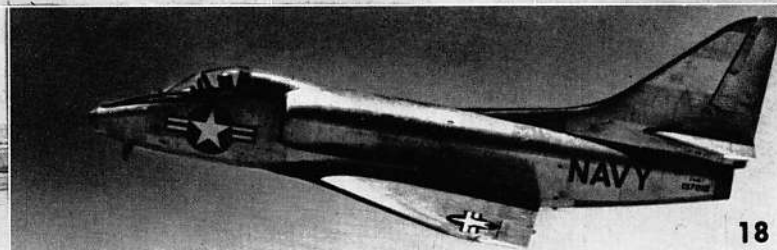
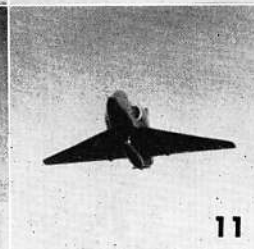
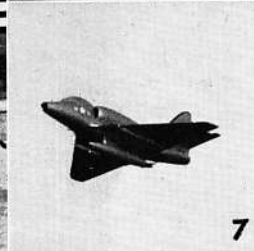
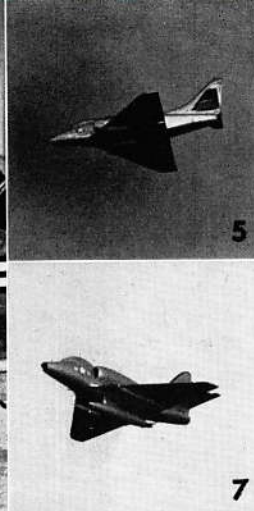
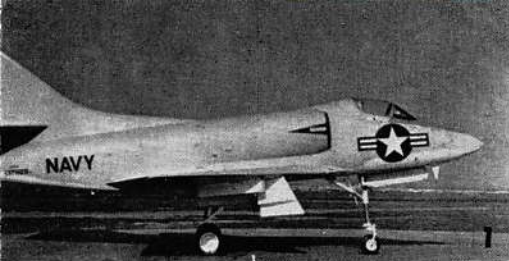
THE DOUGLAS SKYHAWK is a light bomber only in the sense of size and weight, for it is perfectly capable of hitting its target with a nuclear weapon—indeed, “Jane’s” tells us that “several hundred” variations of military load are possible. When this is backed up with a range of over a thousand miles and a top speed of only just below 700 miles an hour, in an airframe only 39 feet long and $27\frac{1}{2}$ feet in span, the Skyhawk’s nickname of “Mighty Midget” is seen to be well deserved. The lesson on these two pages—which is worked in the usual way—will familiarise you with the Skyhawk’s innate character.



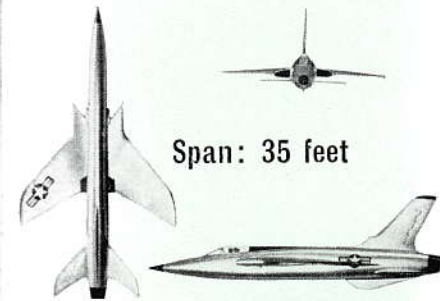
Span

$27\frac{1}{2}$ feet





Thunderchief



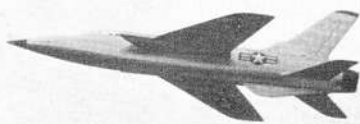
U.S.A.F. Fighter-Bomber

T
(for Thunderchief)

V
(for Voodoo)

TIME

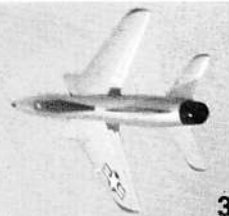
AMONG the most popular (if not the most cultural) of television programmes are those involving what is called audience participation—quiz programmes, panel games and so on. The lessons produced in this *Journal* are designed for audience participation, too. In fact, if you hadn't realised it already, you do all the work: we simply provide the means. You have a number of clearly named views (key information) and with these you work out the identities of a collection of unknowns (targets). We provide the tools, you finish the job. And, moreover, by using this method you can do a pretty good one, for no target view is impossible of solution with the key information given. One thing only we ask—that you write out each identity **in full** as you confirm it; not simply for ease of checking but because the very writing of the name so many times helps you to remember it again. Good viewing!



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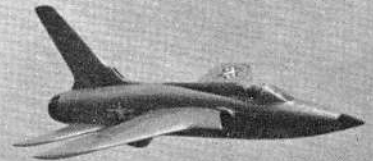
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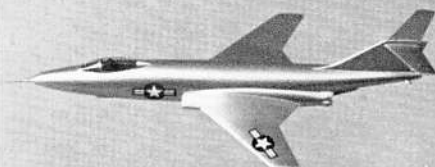
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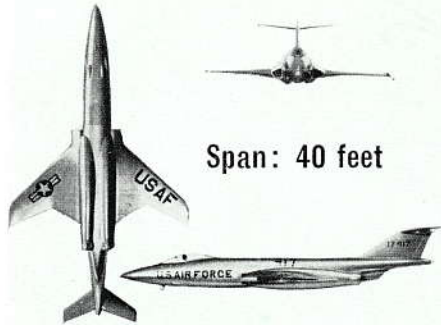


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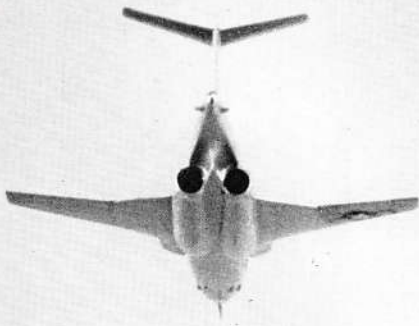


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Voodoo



U.S.A.F. Fighter-Bomber



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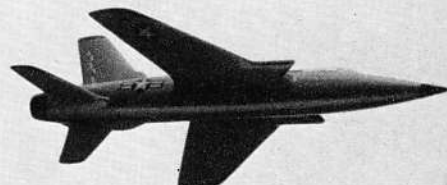
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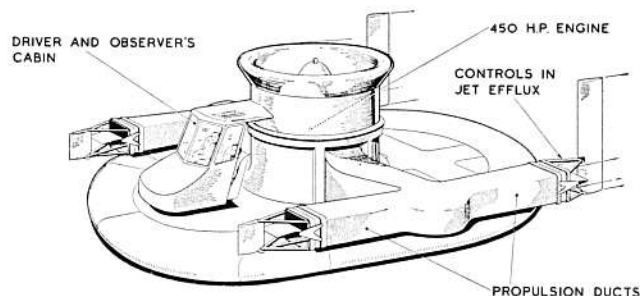
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Briefs

A collection of items of news and interest which may help your recognition.

A Cushy Job

A unique new vehicle, the SRN-1 Hovercraft, was made public for the first time earlier this year, and will be made the subject of a longer article in a subsequent edition. The Hovercraft, a drawing of which is shown, is not strictly an aircraft (it does not rely on wings and forward speed for lift), nor is it a ship (as it operates clear of the water); one might say that it is a flying boat, in the most literal sense, since it is supported on a "cushion" of air and skims over the sea at anything from 3 to 7 feet above the surface. The research,



design and development of the Hovercraft was undertaken by Saunders-Roe Ltd. at Cowes under the sponsorship of the National Research Development Corporation. The prototype illustrated is 30 feet long, 24 feet wide, and is powered by an Alvis Leonides aircraft piston engine of 450 h.p. which drives a ducted fan to provide the supply of air for lift and propulsion. The first operational craft is likely to weigh less than 100 tons, but the efficiency of the design is said to increase with size and experiments have shown craft weighing thousands of tons and travelling at about 100 knots to be feasible. One early practical application of the Hovercraft principle might be a cross-Channel passenger and vehicle ferry.

* * *

A Decade of Canberras

The Canberra, which first flew on 13th May 1949, is the only jet bomber in the world to remain in production for more than ten years (production orders were placed several months before the maiden flight). To celebrate the occasion, English Electric have released some interesting statistics on this aircraft. In ten years 1,329 have been built: 878 in Great Britain, 48 in Australia and 403 in the U.S.A. Production continues of the Mk. 9 for the R.A.F. (undertaken by Short Bros. & Harland) and of various models for the air forces of New Zealand, Rhodesia, India and Peru (executed by English Electric). Canberras have been sold to nine overseas countries and these exports, together with the licences sold to Australia and the U.S.A., have earned more than £50 million, much of it in dollars.

* * *

The strike in the printing industry has delayed the summer editions of the Journal, but unlike some publications the full 12 editions for the year will appear in due course.

* * *

Mach Two for Two

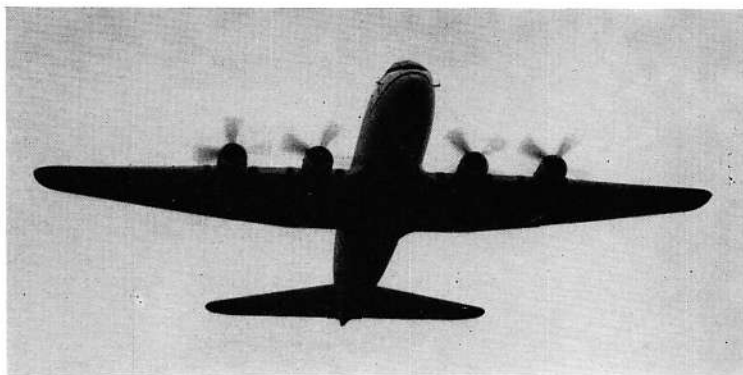
The Lightning Trainer, two-seat version of the R.A.F.'s next all-weather fighter, made its maiden flight early in May, two weeks ahead of schedule. Already Lightning Trainers are in production alongside the single-seat fighters, to ensure that they are available for pilot conversion early in the operational life of the Lightning. Seating is side-by-side for instructor and pupil, and the first released pictures of the trainer are shown below. It can be seen to differ very little from the fighter version except in the shape of the cockpit, which contrives to give it a somewhat "fat-headed" appearance reminiscent of the Hawker Hunter Trainer.



Refresher Course:

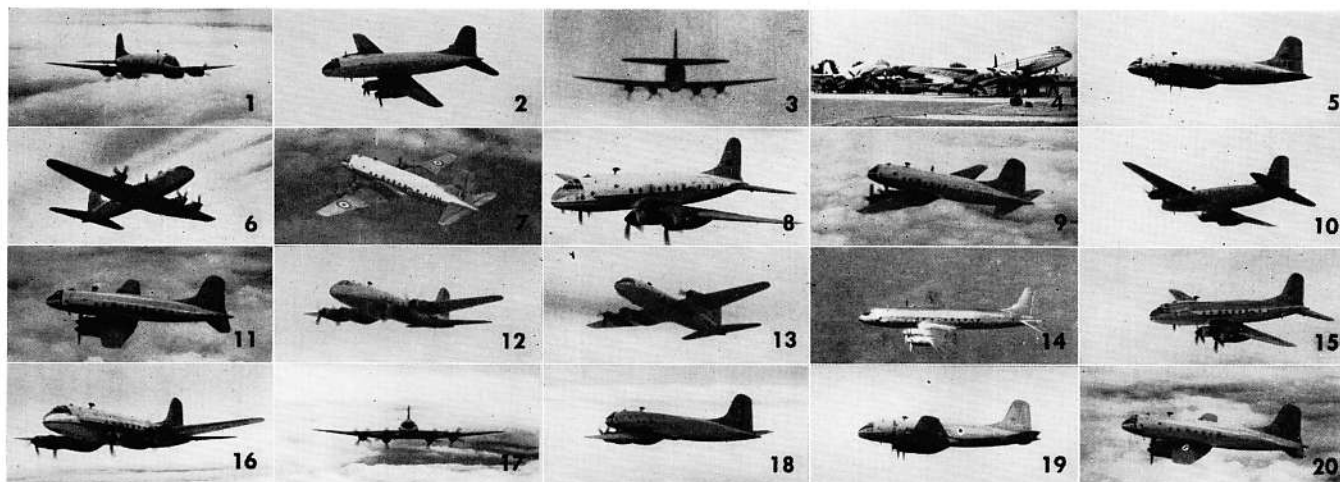
HASTINGS

Stalwart work-horse of Transport Command for many a year, the Handley Page Hastings gives yeoman service still and has several more years of work in it yet. Here is a quick five-minute lesson to brush up your knowledge of it. Answers are on the rear cover.



Span 113 feet

SPOT THE HASTINGS!



BY and large, there is a wider diversity of shape and feature among trainers and other light aircraft than there is among, say, jet fighters. Also, of course, they do not fly so fast and there is more time to identify them. The group of aircraft in this test will nevertheless provoke a doubtful moment here and there, we fancy, before the correct result is obtained. There are five of them ranging from Italy's **Piaggio P.149D** (view 30) and the Swedish **Safir** (view 2) to the **Balliol** (view 5) from Great Britain and the **Navion** (view 7) and **Mentor** (view 17) from the United States. With these five pictures thus identified you should be able to work out the rest with a little application.

TRAINING FLIGHT



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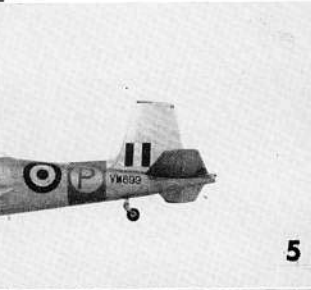
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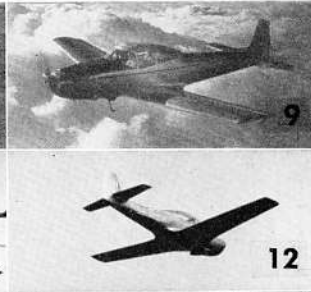
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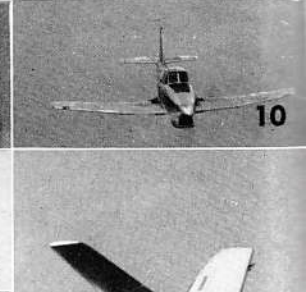
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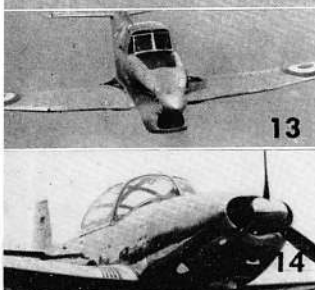
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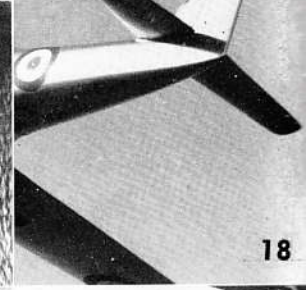
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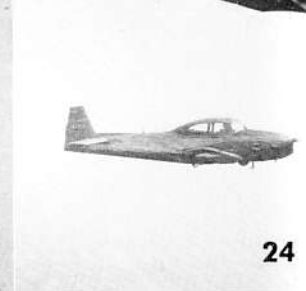
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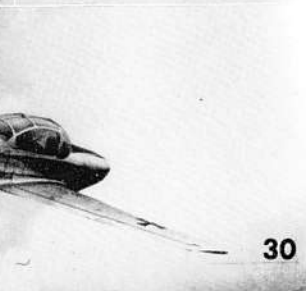
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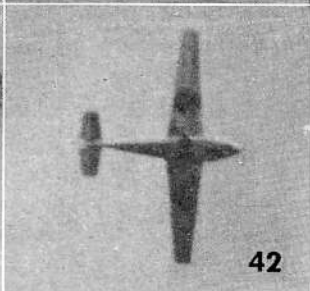
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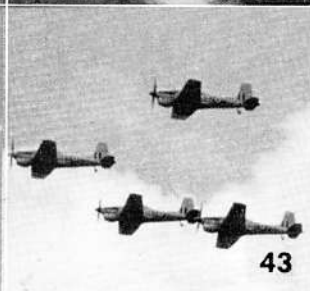
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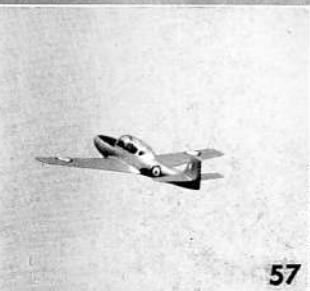
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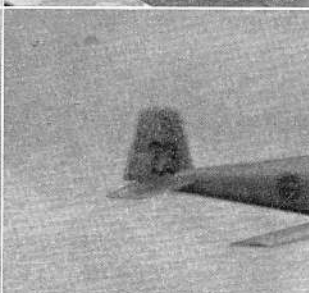
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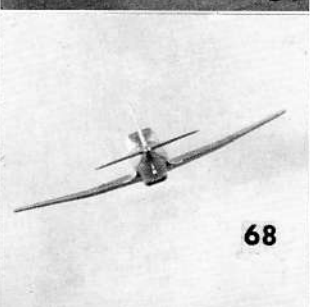
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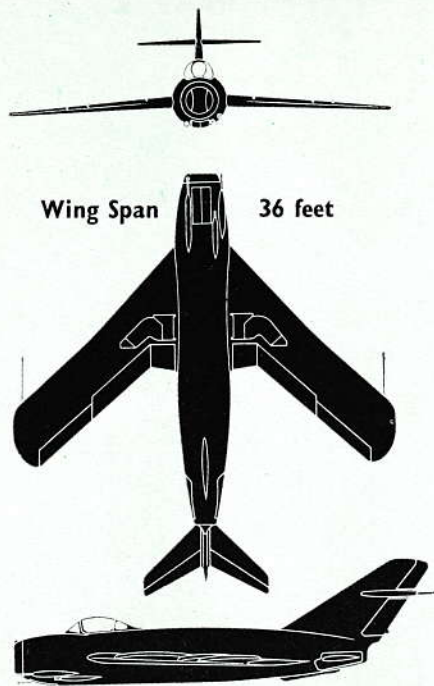
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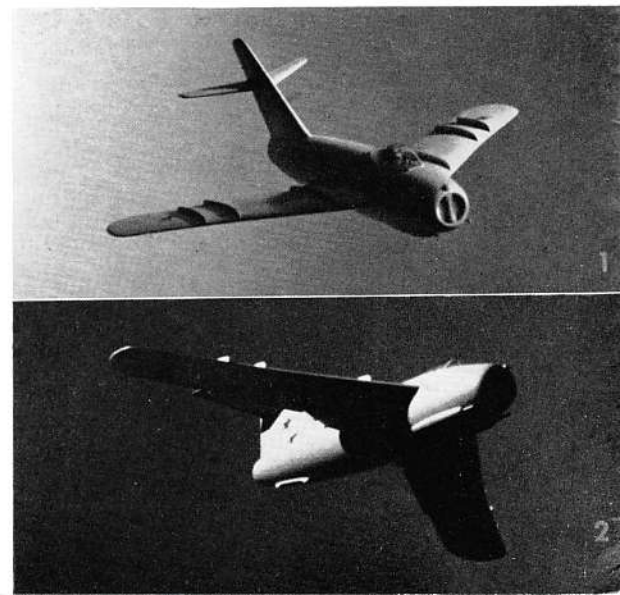
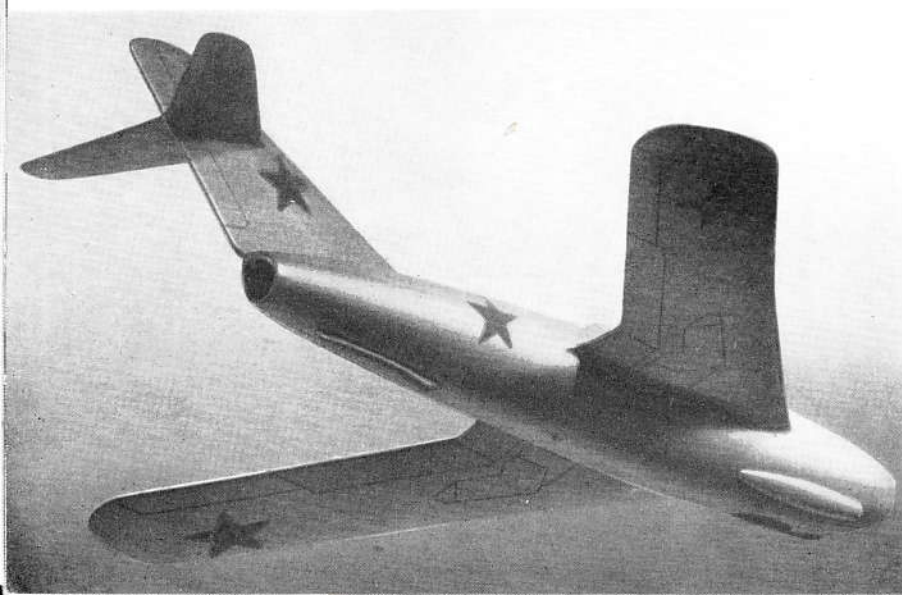


Wing Span 36 feet

The Soviet MiG-17 Fighter

FRESCO

FRESCO was the third operational jet fighter to stem from the Mikoyan/Gurevich partnership, and first began to appear during the closing stages of the Korean war. Clearly developed from the earlier Fagot (MiG-15), it is a potent fighter with a performance only slightly below Mach 1. Although no longer first-line Soviet Air Force equipment, the Fresco has been supplied to Afghanistan, Albania, Bulgaria, Egypt, Hungary, Indonesia, North Korea, Rumania and Syria, and has been built in considerable numbers in China, Czechoslovakia and Poland. Frescos may be equipped with an auxiliary fuel tank beneath each wing at half-span, and all-weather fighter versions with a "lip" above the nose orifice have been mentioned.





3



4



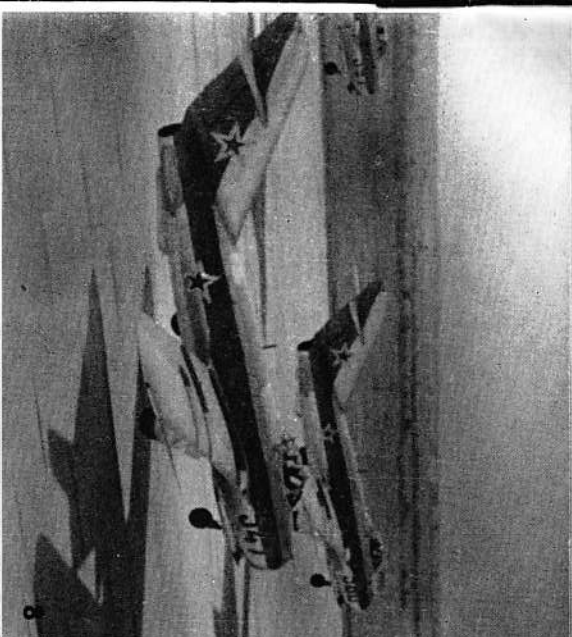
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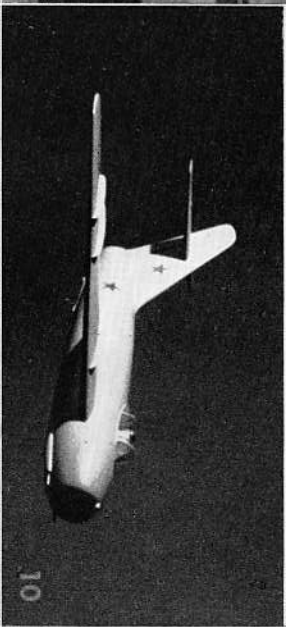
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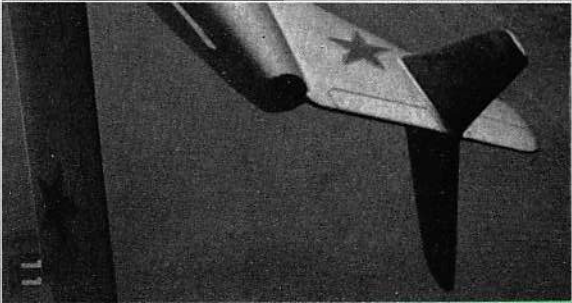
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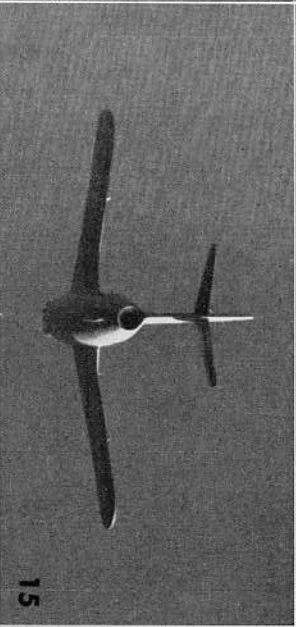
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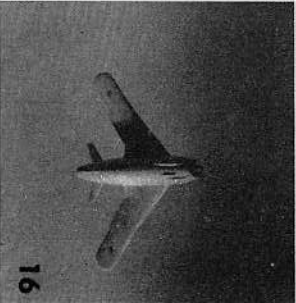
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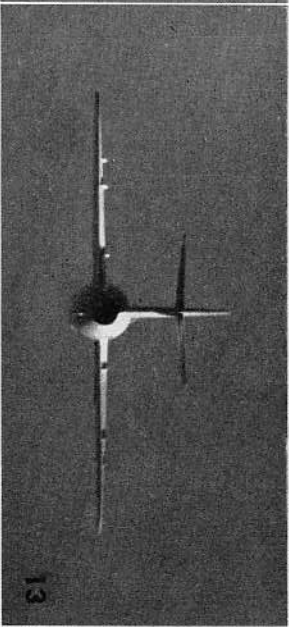
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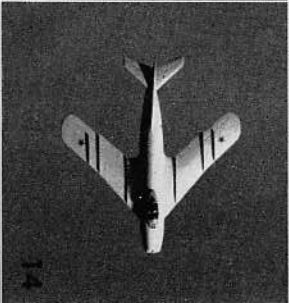
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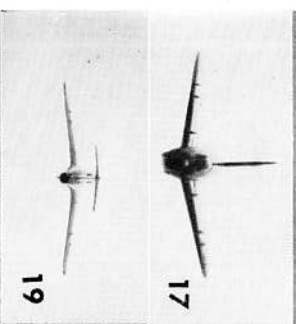
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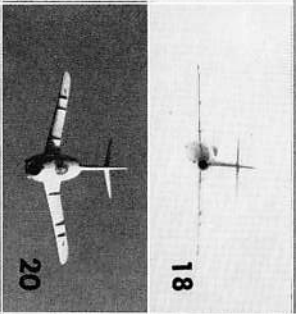
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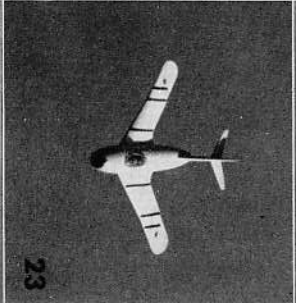
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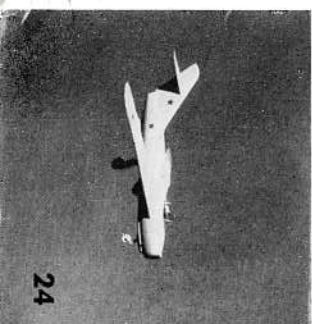
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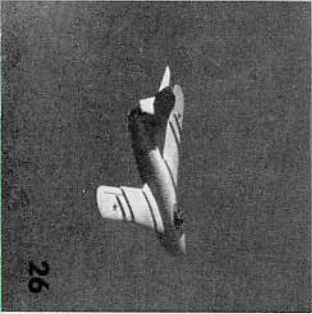
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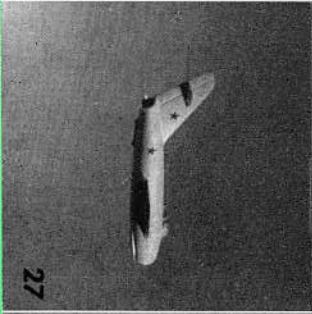
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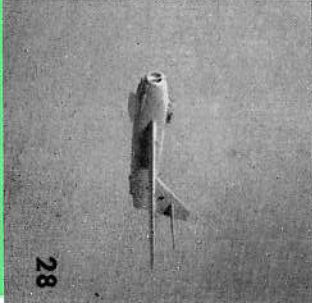
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Cover Picture: One of the chief recognition characteristics distinguishing Boeing's B-52G from the earlier Stratofortresses is a much shortened tail fin. Nevertheless it is still necessary to hinge the tail over to one side in order to get the aircraft out of the hangar. Or didn't they think of building taller hangars?

SOLUTIONS TO TESTS AND LESSONS IN THIS EDITION

SKYHAWK

All targets are Skyhawks except No. 22, which is a Demon.

TV TIME

- | | | |
|------------------|------------------|------------------|
| 1. Thunderchief | 15. Thunderchief | 29. Voodoo |
| 2. Voodoo | 16. Voodoo | 30. Voodoo |
| 3. Thunderchief | 17. Thunderchief | 31. Thunderchief |
| 4. Thunderchief | 18. Voodoo | 32. Thunderchief |
| 5. Voodoo | 19. Thunderchief | 33. Voodoo |
| 6. Voodoo | 20. Thunderchief | 34. Thunderchief |
| 7. Voodoo | 21. Voodoo | 35. Voodoo |
| 8. Thunderchief | 22. Thunderchief | 36. Thunderchief |
| 9. Voodoo | 23. Voodoo | 37. Voodoo |
| 10. Thunderchief | 24. Thunderchief | 38. Thunderchief |
| 11. Thunderchief | 25. Thunderchief | 39. Voodoo |
| 12. Voodoo | 26. Voodoo | 40. Thunderchief |
| 13. Thunderchief | 27. Voodoo | |
| 14. Voodoo | 28. Thunderchief | |

FRESCO

All the target views are Frescos except No. 21, which is a Fagot.

FARMER AND SUPER MYSTÈRE

- | | | |
|-------------------|-------------------|-------------------|
| 1. Farmer | 16. Super Mystère | 31. Farmer |
| 2. Super Mystère | 17. Farmer | 32. Farmer |
| 3. Farmer | 18. Super Mystère | 33. Farmer |
| 4. Farmer | 19. Farmer | 34. Super Mystère |
| 5. Super Mystère | 20. Super Mystère | 35. Farmer |
| 6. Super Mystère | 21. Farmer | 36. Farmer |
| 7. Super Mystère | 22. Super Mystère | 37. Super Mystère |
| 8. Farmer | 23. Farmer | 38. Super Mystère |
| 9. Super Mystère | 24. Super Mystère | 39. Farmer |
| 10. Farmer | 25. Farmer | 40. Super Mystère |
| 11. Farmer | 26. Farmer | 41. Farmer |
| 12. Super Mystère | 27. Super Mystère | 42. Super Mystère |
| 13. Super Mystère | 28. Super Mystère | 43. Super Mystère |
| 14. Farmer | 29. Super Mystère | 44. Farmer |
| 15. Farmer | 30. Farmer | 45. Farmer |

HASTINGS

All the target views are Hastings except No. 14, which is a Hermes 4.

TRAINING FLIGHT

- | | | |
|--------------------|--------------------|--------------------|
| 1. Navion | 24. Navion | 47. Piaggio P.149D |
| 2. Safir | 25. Navion | 48. Mentor |
| 3. Mentor | 26. Mentor | 49. Navion |
| 4. Piaggio P.149D | 27. Balliol | 50. Safir |
| 5. Balliol | 28. Safir | 51. Mentor |
| 6. Mentor | 29. Mentor | 52. Safir |
| 7. Navion | 30. Piaggio P.149D | 53. Piaggio P.149D |
| 8. Safir | 31. Navion | 54. Balliol |
| 9. Navion | 32. Safir | 55. Navion |
| 10. Balliol | 33. Piaggio P.149D | 56. Navion |
| 11. Mentor | 34. Mentor | 57. Piaggio P.149D |
| 12. Piaggio P.149D | 35. Balliol | 58. Mentor |
| 13. Balliol | 36. Balliol | 59. Balliol |
| 14. Piaggio P.149D | 37. Mentor | 60. Safir |
| 15. Safir | 38. Safir | 61. Navion |
| 16. Navion | 39. Piaggio P.149D | 62. Balliol |
| 17. Mentor | 40. Navion | 63. Piaggio P.149D |
| 18. Piaggio P.149D | 41. Navion | 64. Navion |
| 19. Mentor | 42. Safir | 65. Safir |
| 20. Safir | 43. Balliol | 66. Balliol |
| 21. Piaggio P.149D | 44. Mentor | 67. Mentor |
| 22. Balliol | 45. Piaggio P.149D | 68. Balliol |
| 23. Safir | 46. Mentor | 69. Piaggio P.149D |

BRITAIN'S SPOTTING POSSIBLES

For general reference, we have collected up all the lists of aircraft published over the past few months, added a few new ones and combined them in a new list in the column below.

An editorial desk in the middle of London is not however the best place from which to keep an eye peeled for new and unusual types, and we must rely on readers to keep us posted about what's aloft. We know that among the *Journal's* far-flung readership there are many of you who can tell us a tale of an unusual or interesting aeroplane seen in your locality, either airborne or on the ground. We shall be delighted to publish further additions to the list.

- | | | |
|------------------------|------------------------|-----------------------|
| Aeronca 100 | Expeditor | Puss Moth |
| Aero Commander | Fairey F.D.2 | Rapide |
| Aerovan | Fairey Ultra Light | Rotodyne |
| Agricola | Falco | Sabre |
| Aiglet | Falcon Six | Sabre D |
| Albatross (SA-16A & B) | Fiat G.91R | Safir |
| Alouette II | Firefly | Saunders-Roe P.531 |
| Alpha | Flamant | Saunders-Roe S.R.53 |
| Ambassador | Friendship | Scimitar |
| Anson | Fulmar | Sea Fury |
| Apache | Gannet | Seahawk |
| Argosy | Gemini | Sealand |
| Argus (Fairchild) | Gladiator | Sea Prince |
| Armagnac | Globemaster | Sea Venom |
| Ashton | Gnat | Sea Vixen |
| Auster AOP.6 & T.7 | Harpoon | Seminole |
| Auster AOP.9 | Harvard | Sentinel (Stinson) |
| Avenger | Hastings | Shackleton MR.1-3 |
| Avia 14 | Herald | Shooting Star (T-33) |
| Avro Canada CF-100 | Hercules | Short S.C.1 |
| Mk. 4 | Hermes | Skeeter |
| Balliol | Heron | Skymaster |
| Beaver I | Hiller 360 | Skyraider |
| Bell 47 | Hornet Moth | Spitfire |
| Beverley | Hovercraft | Stampe S.V.4 |
| Bird Dog | Hunter F.1-6 | Starliner |
| Blackburn N.A.39 | Hunter T.7 | Strato-cruiser |
| Bobcat | Hurricane | Stratofortress |
| Bonanza | Invader | Stratojet |
| Boxcar (C-119) | Jackaroo | Stratoliner |
| Brigand | Javelin F(AW).1-2, 4-8 | Stratotanker (KC-97) |
| Bristol 173 | Javelin T.3 | Stratotanker (KC-135) |
| Bristol 192 | Jet Provost T.1-3 | Student |
| Bristol Freighter 21 | Jodel D.117 | Super Aero 45 |
| Bristol Freighter 32 | Junkers Ju.52/3m | Super Cub |
| Britannia Series 100 | Kansan | Super Constellation |
| Britannia Series 310 | Klemm L.25 | Super DC-3 |
| Camel (TU-104) | Lancaster | Superfortress (KB-50) |
| Canberra B.2 & 6 | Languedoc | Super Sabre |
| Canberra PR.3 & 7 | Leopard Moth | Super Trader (Tudor) |
| Canberra T.4 | Lightning F.1 | Super Ventura |
| Canberra B(1).8 | Lightning Trainer | Swift |
| Canberra P.R.9 | Lincoln | Swordfish |
| Canberra U.10 | Lockheed 12A | Sycamore |
| Canberra T.11 | Lodestar | Thunderstreak |
| Caravelle | Luton Minor | Tiger Moth |
| Cargomaster | Mach-Trainer | Tipsy Nipper |
| Catalina | Magister (Miles) | Tracker |
| Cessna 170 | Marathon | Travel-Air |
| Cessna 310 | Mercator | Tri-Pacer |
| Champion | Messenger | Twin Bonanza |
| Chipmunk | Meta-Sokol | Twin Navion |
| Comanche | Meteor T.7 | Twin Pioneer |
| Comet 2 | Meteor F.8 | Turbulent |
| Comet 4 | Meteor PR.9 & 10 | Valletta |
| Commando | Meteor NF. 11-14 | Valiant |
| Constellation | Miles HDM.105 | Vampire FB.5 |
| Consul | Mooney M.20 | Vampire T.11 |
| Convair 240 | Mosquito | Vanguard |
| Convair 340/440/540 | Multoplan | Varsity |
| Cougar (F9F-8) | Navion | Venom FB.1 & 4 |
| Crate (IL-14) | Neptune | Venom NF.2 & 3 |
| Currie-Wot | Noratlus | Victor |
| D.H.86B Express | Noréclin | Viking |
| Dakota | Otter | Viscount |
| Destroyer | Oxford | Viscount Major |
| Devon | Pembroke | Voodoo (F-101) |
| Douglas DC-6/6A/6B | Packet (C-82) | Voodoo (RF-101) |
| Douglas DC-7/7C | Piaggio P-136 | Vulcan |
| Dove | Piaggio P-166 | Wessex |
| Dragonfly | Piper Cub | Westminster |
| Drone | Prentice | Whirlwind |
| Drover | President | Widgeon |
| Edgar Percival E.P.9 | Prestwick Pioneer | Workmaster |
| Electra | Princess | Wyvern |
| Emeraude | Proctor | York |
| Écoupe | Provost | Zaunkoenig |
| Etendard IVM | | Zlin Trener |